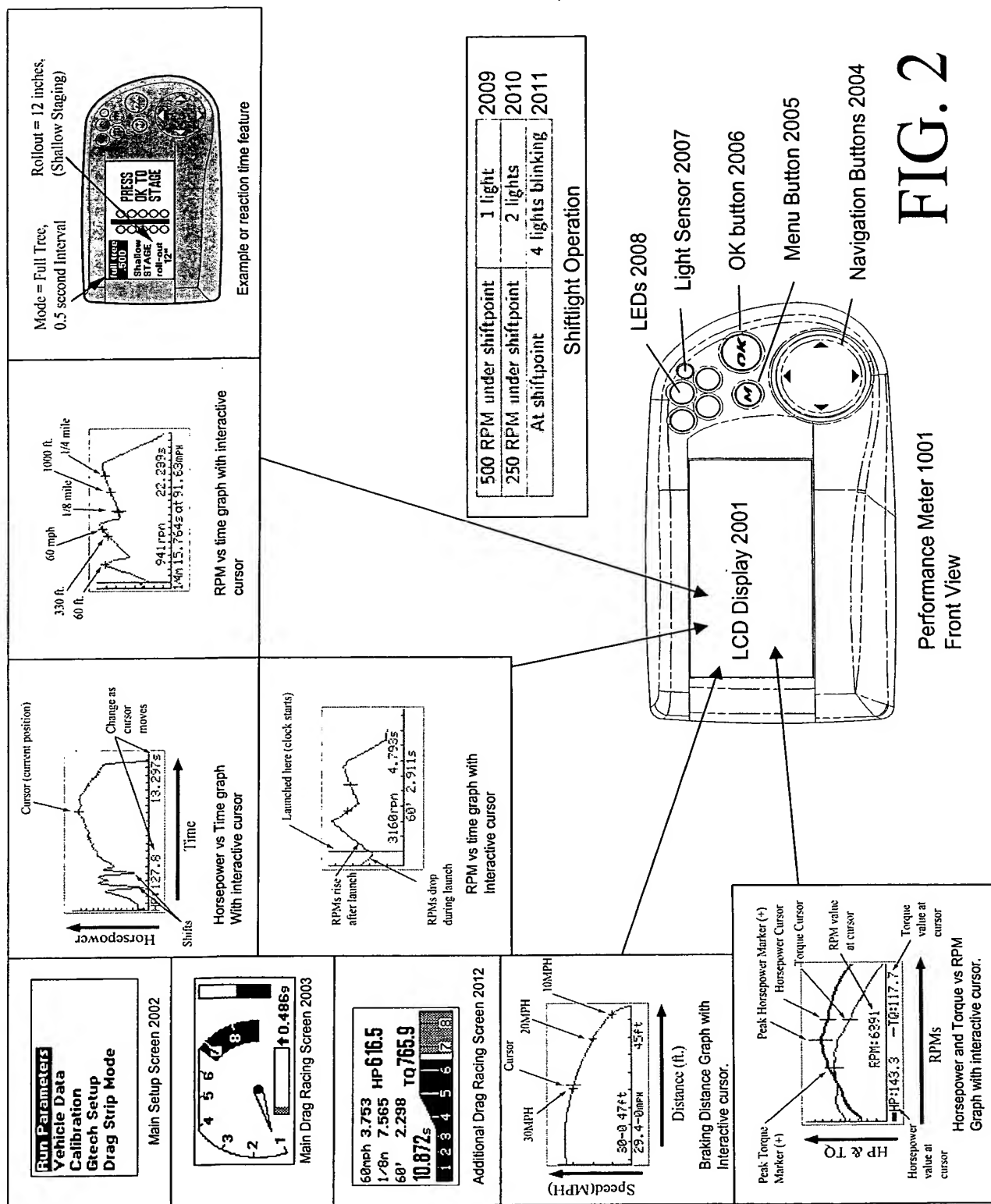


FIG. 1



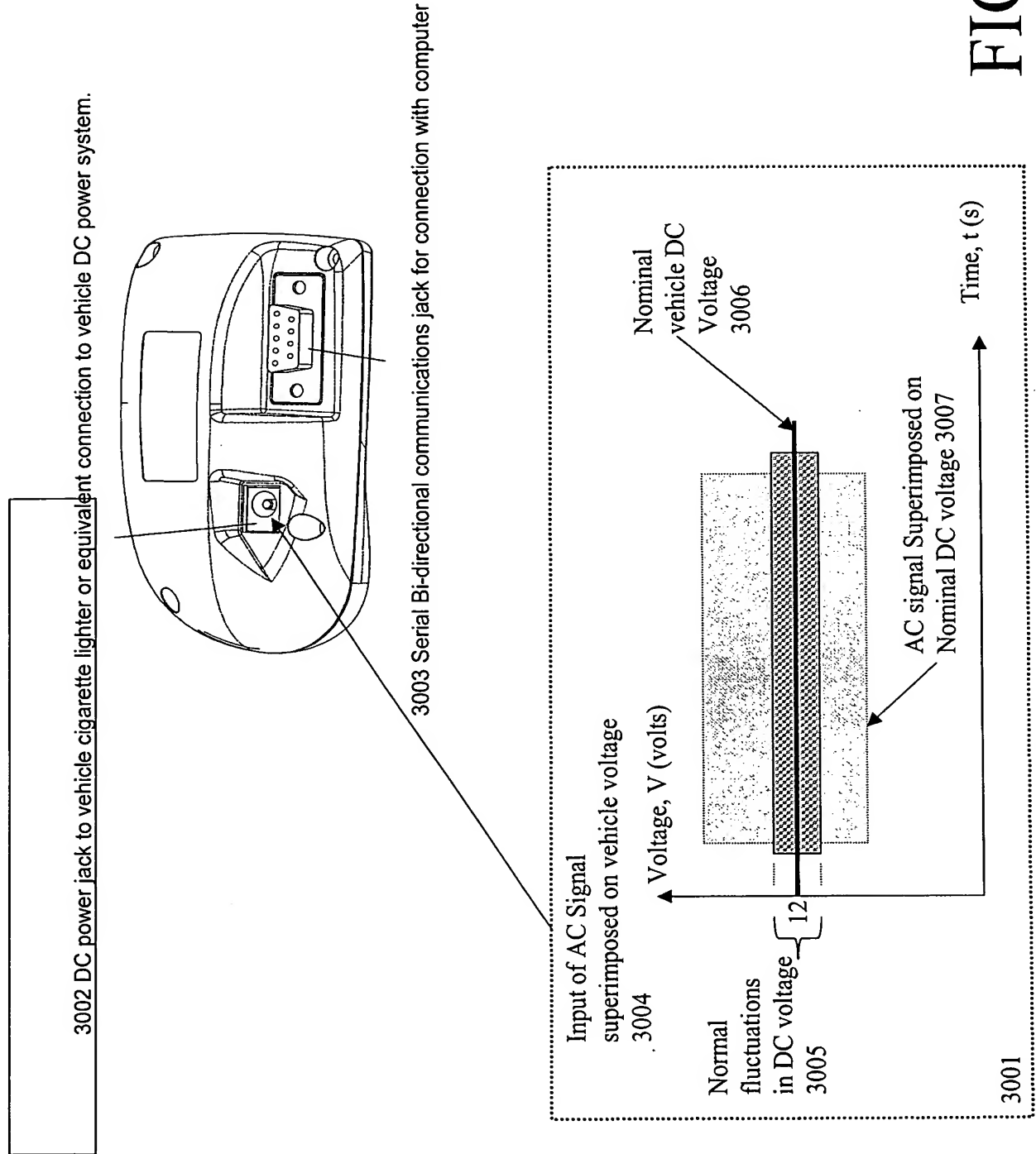


FIG. 3

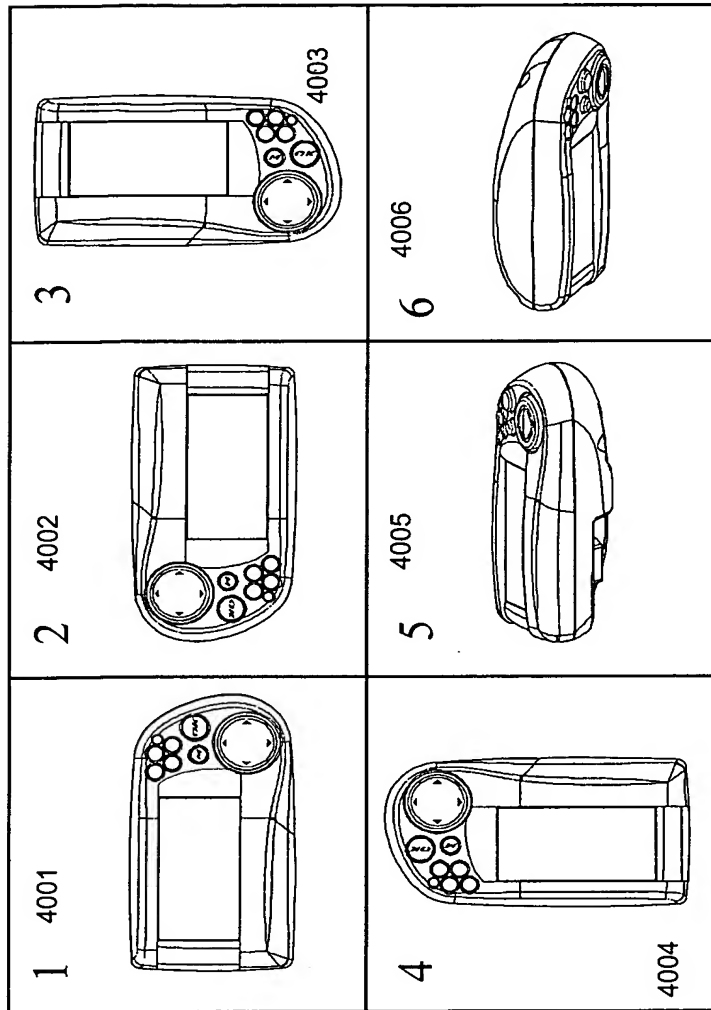


FIG. 4

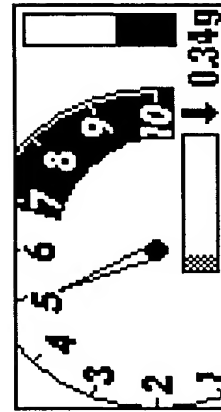
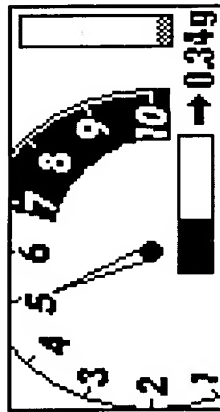
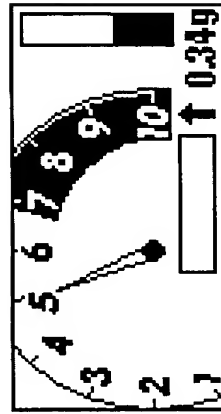
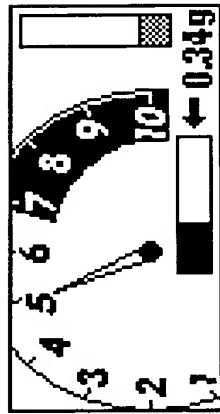
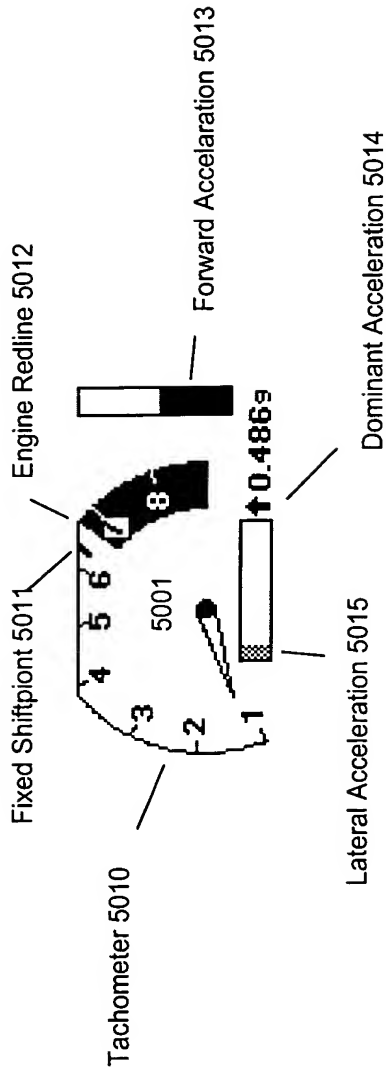
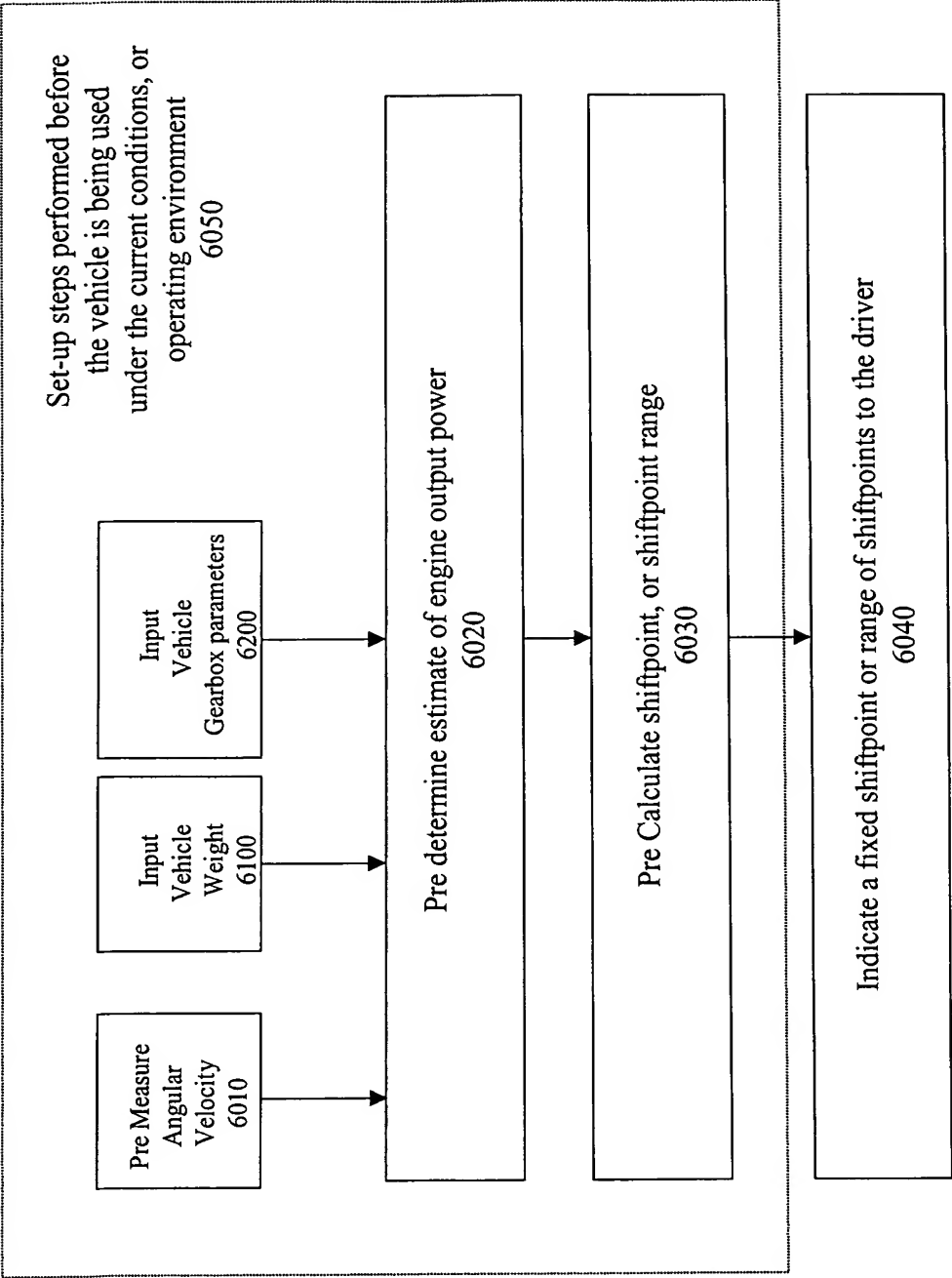


FIG. 5



PRIOR ART FIG. 6

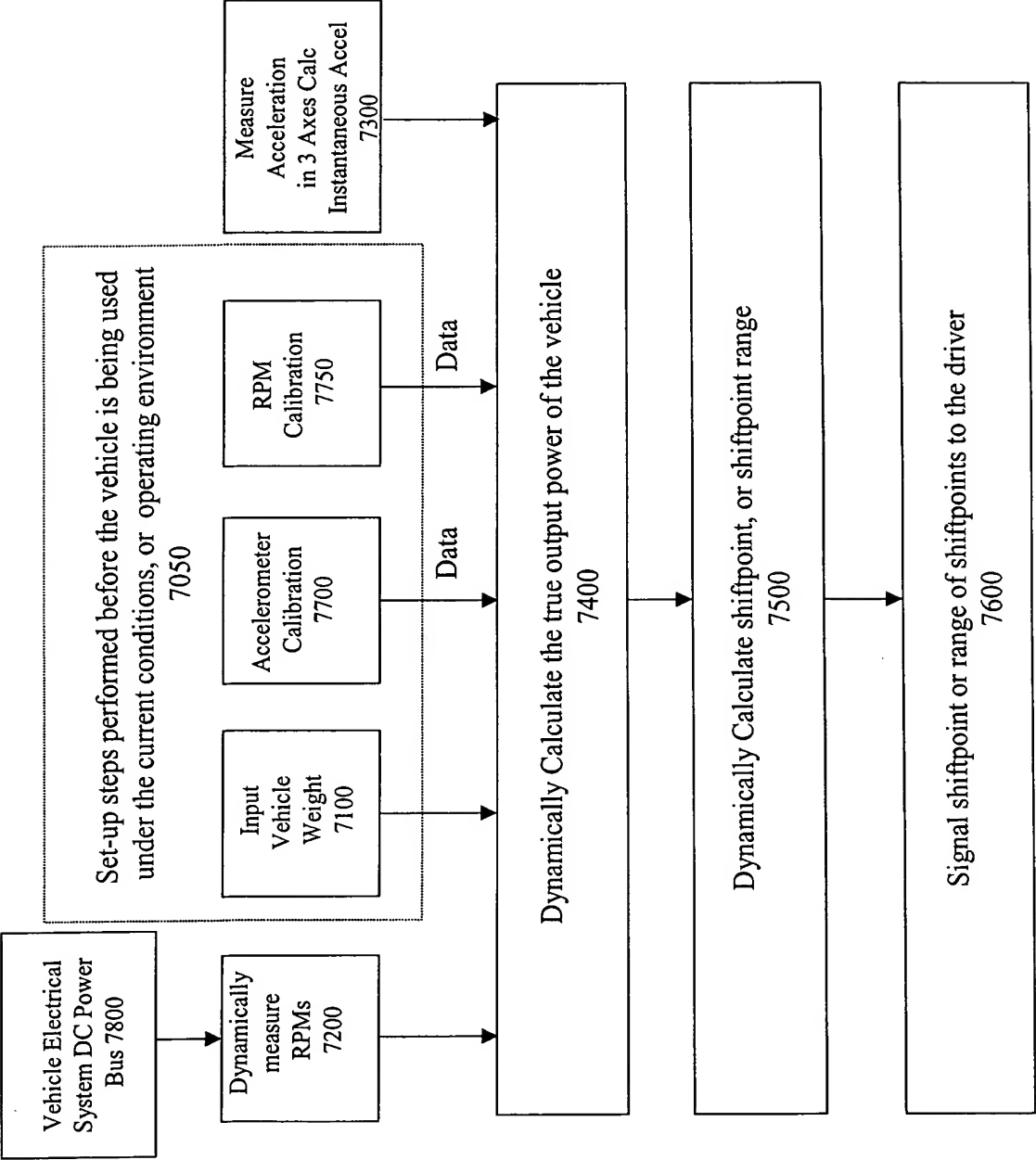


FIG. 7

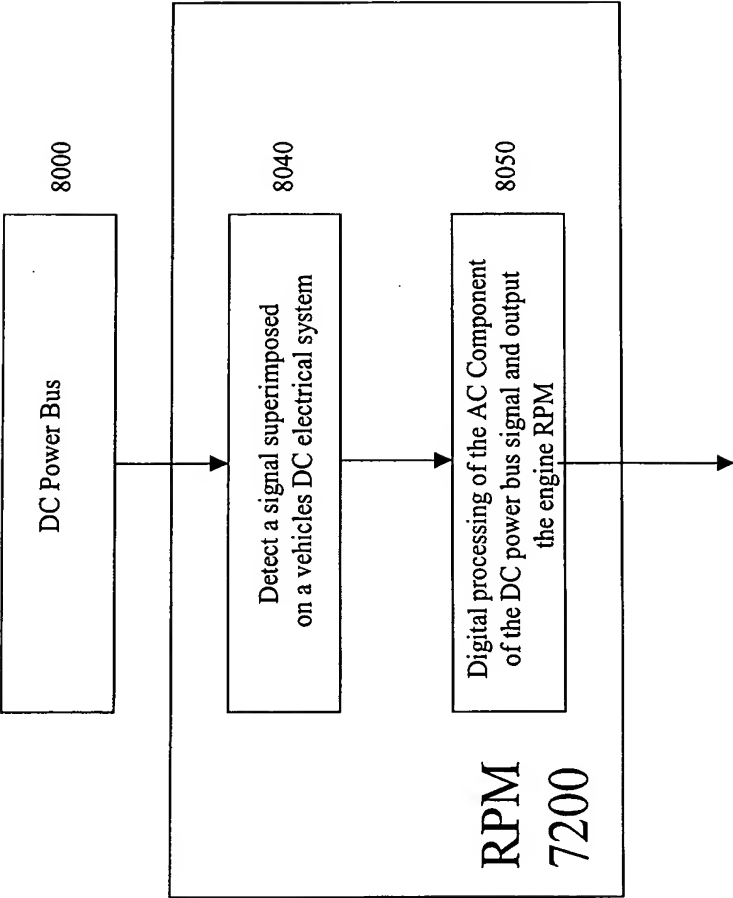


FIG. 8

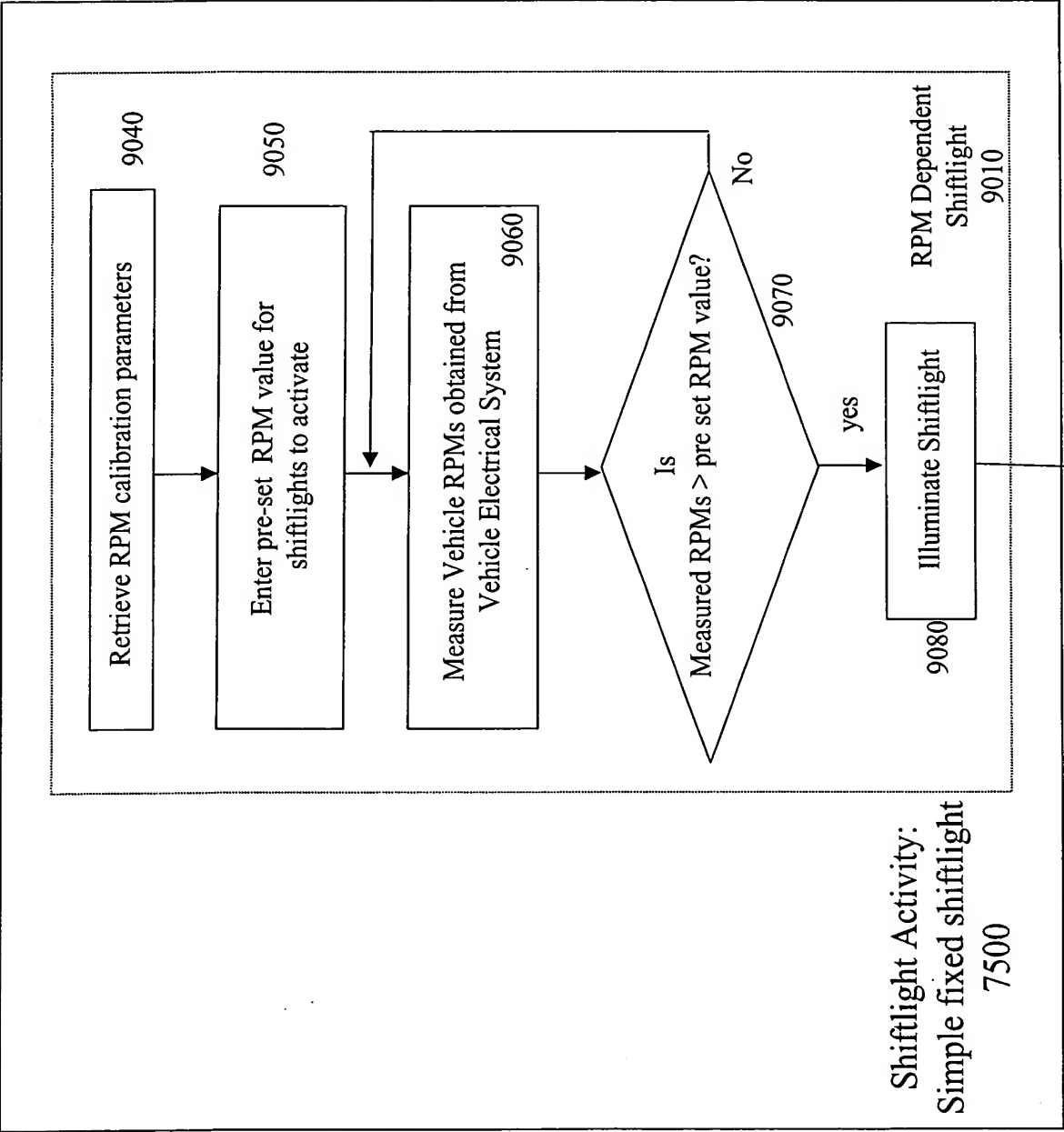


FIG. 9

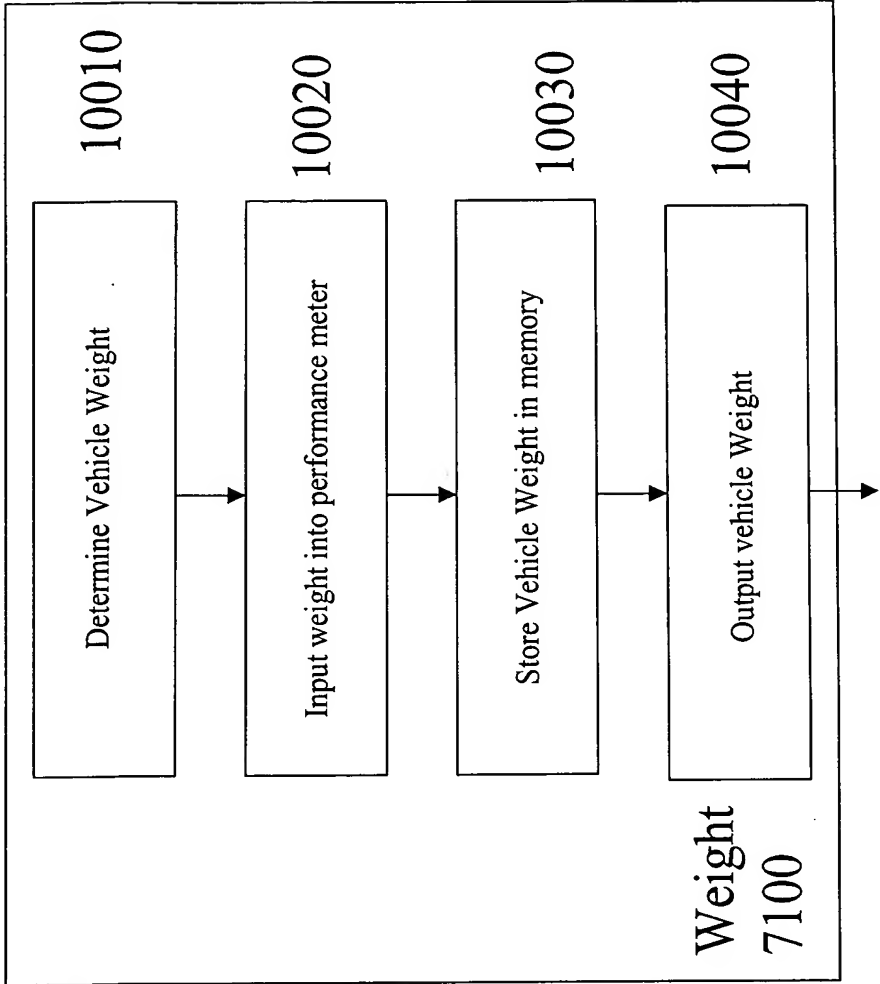


FIG. 10

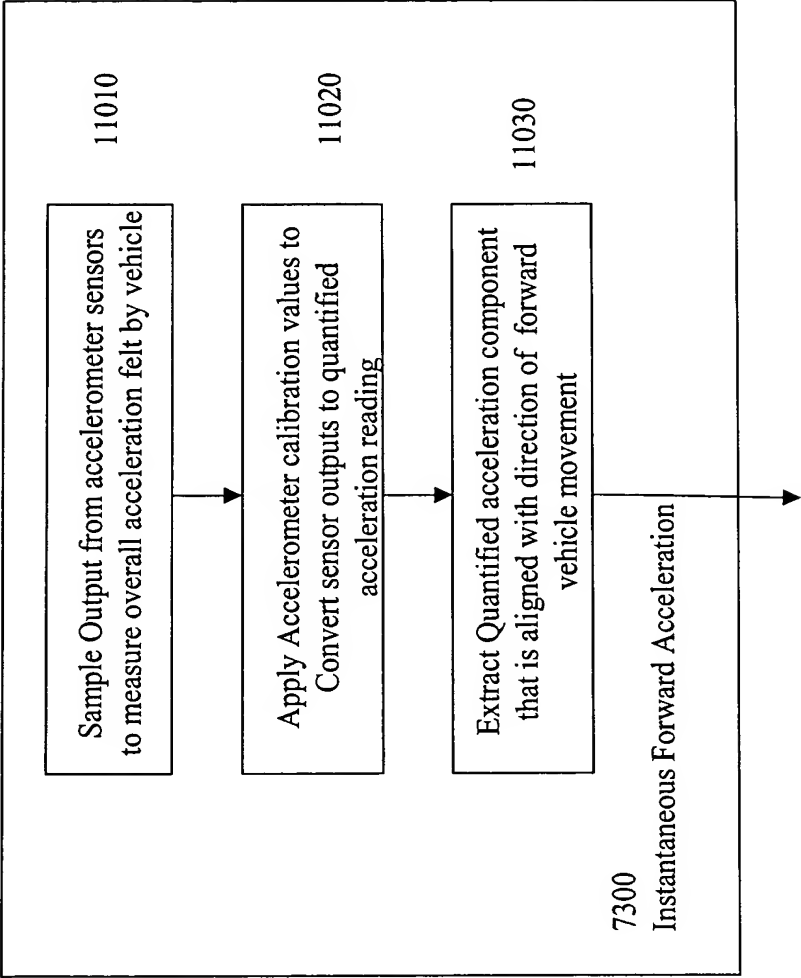


FIG. 11

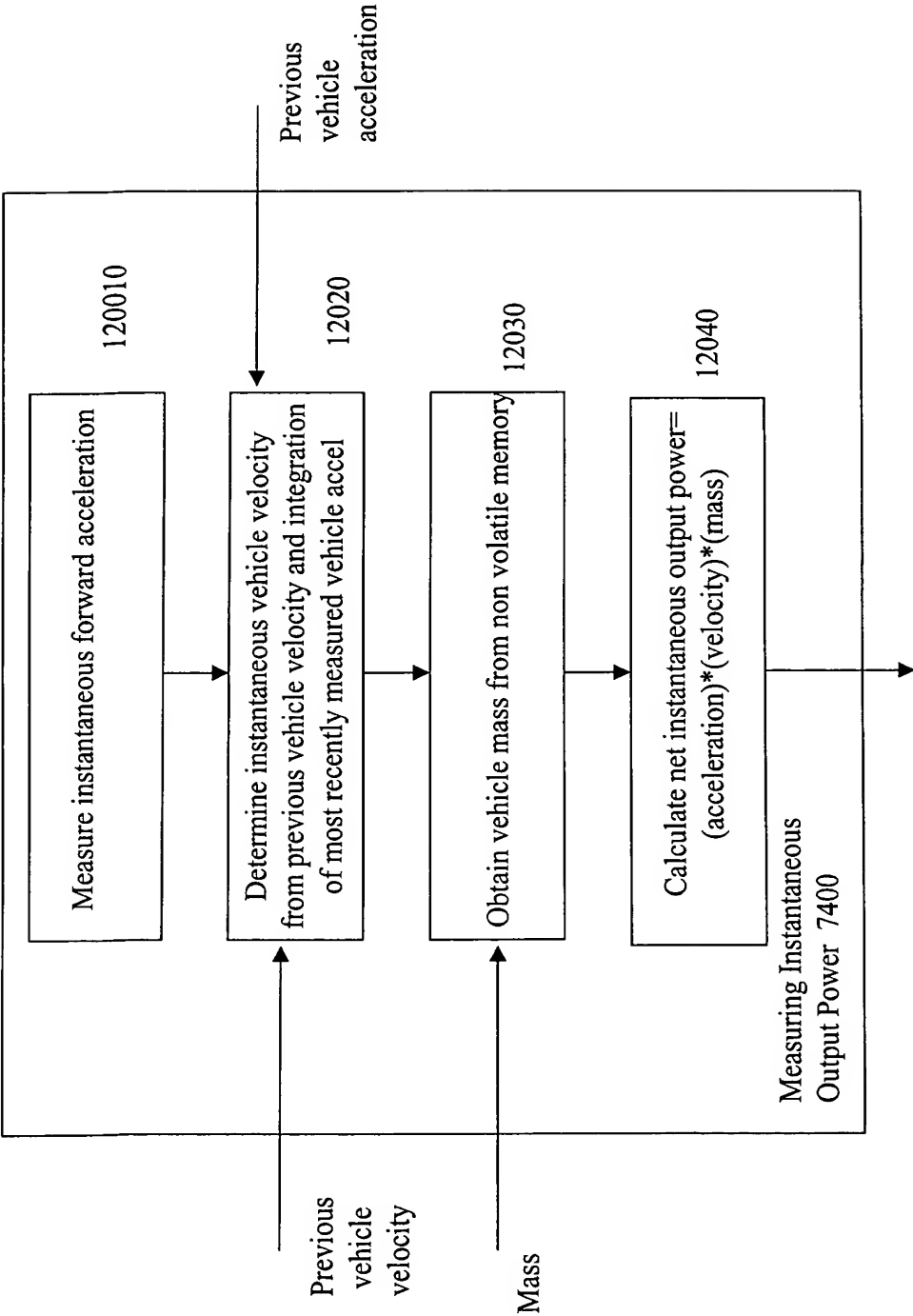


FIG. 12

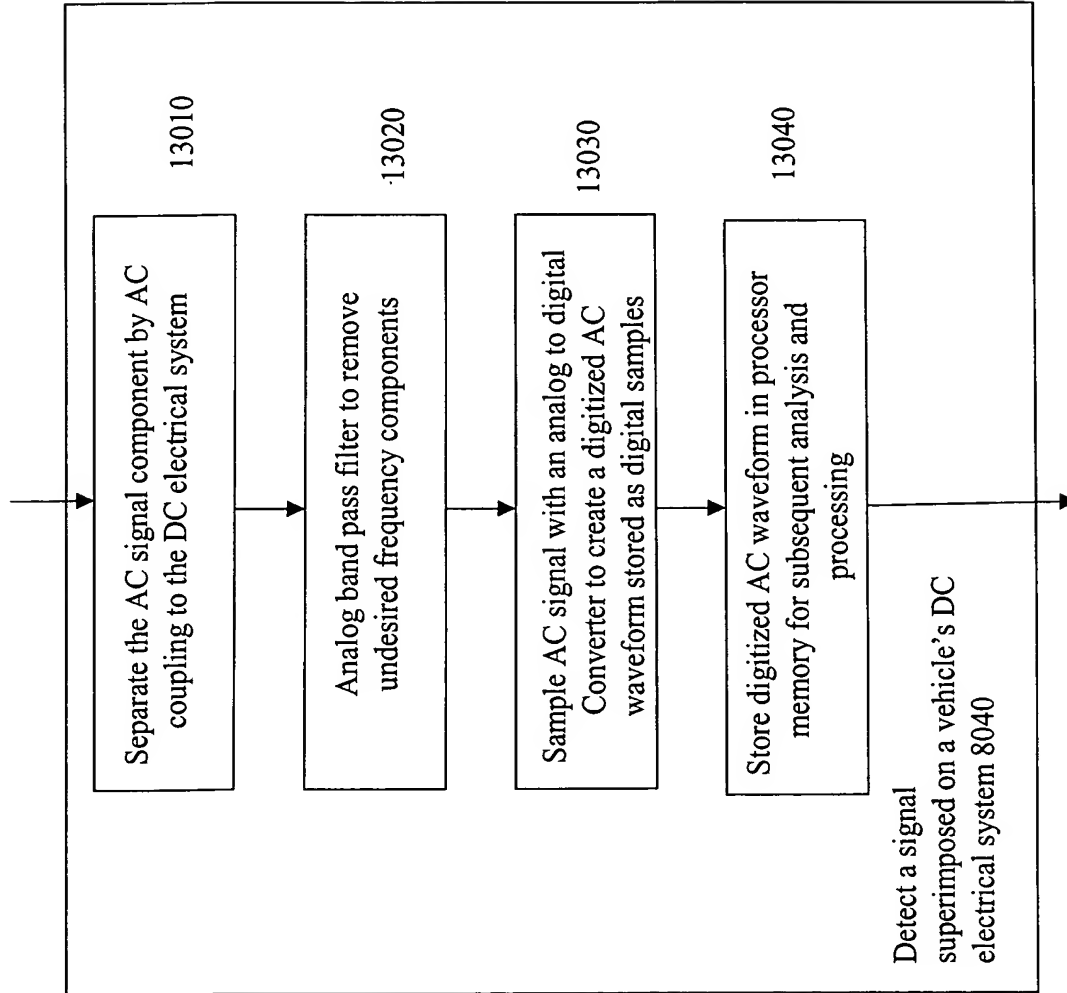
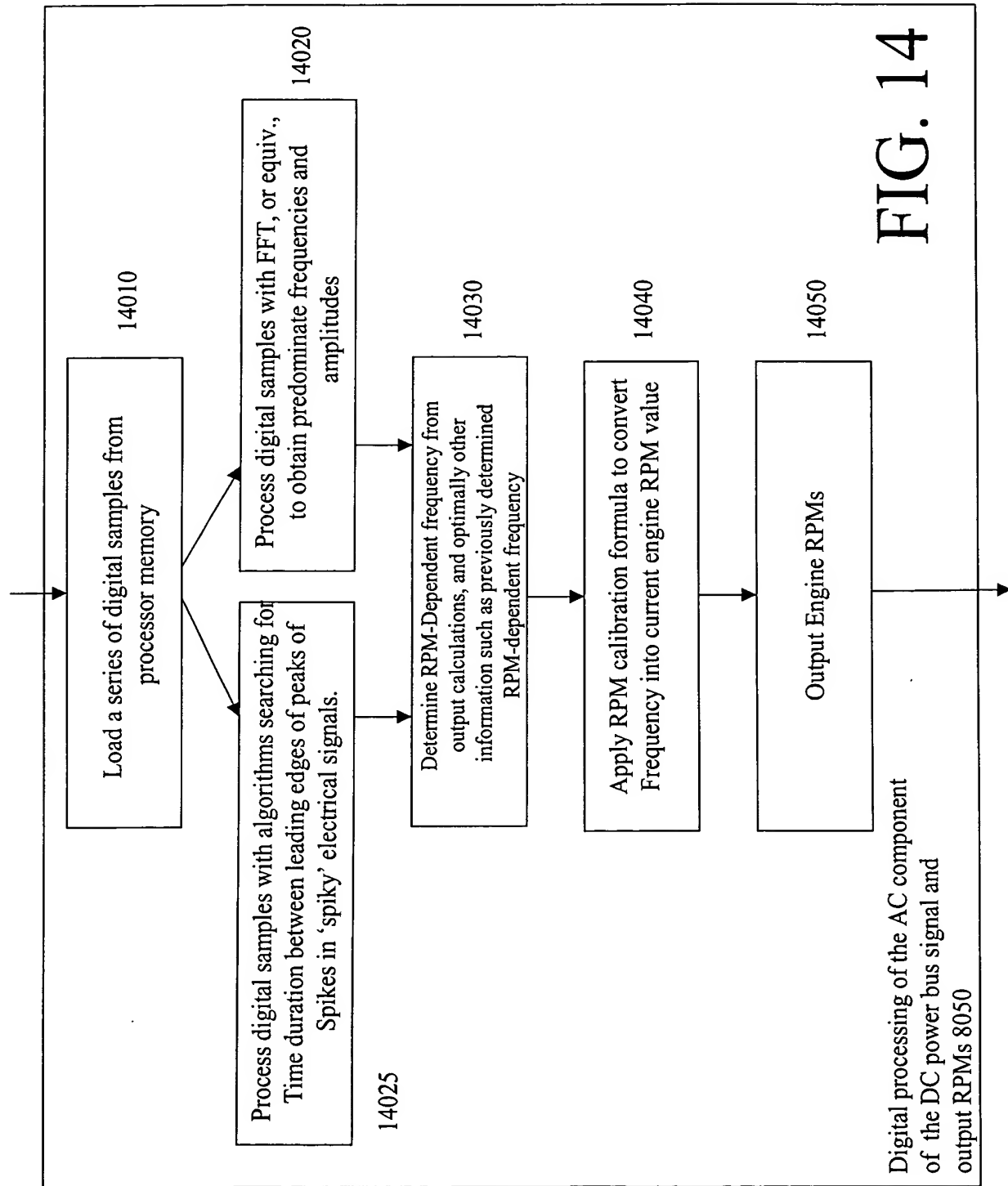


FIG. 13



Shiftlight Behavior

As RPMs increase, the shiftlights are affected.

When RPMs first exceed level L1, they transition from OFF to a LOW level. Once the LOW level is attained, the shiftlights will remain on, even if the RPMs drop a bit. Shiftlights will remain on LOW until the RPM level drops below level L1', which is lower than L1. This is to help with hysteresis and fluctuations in RPM levels.

Similarly, the shiftlights will transition to MEDIUM intensity when the RPM level first exceeds level L2, but they will not change back to LOW intensity until the RPM level drops below level L2'.

Any number of shiftlight levels is possible, along with the RPM range that they represent.

Similarly, the shiftlight ranges need not be equally spaced, i.e. the RPM range for LOW might be larger than the RPM range for MEDIUM.

Also, the RPM range between L3 and L3' need not be the same as the RPM range between L2 and L2', etc...

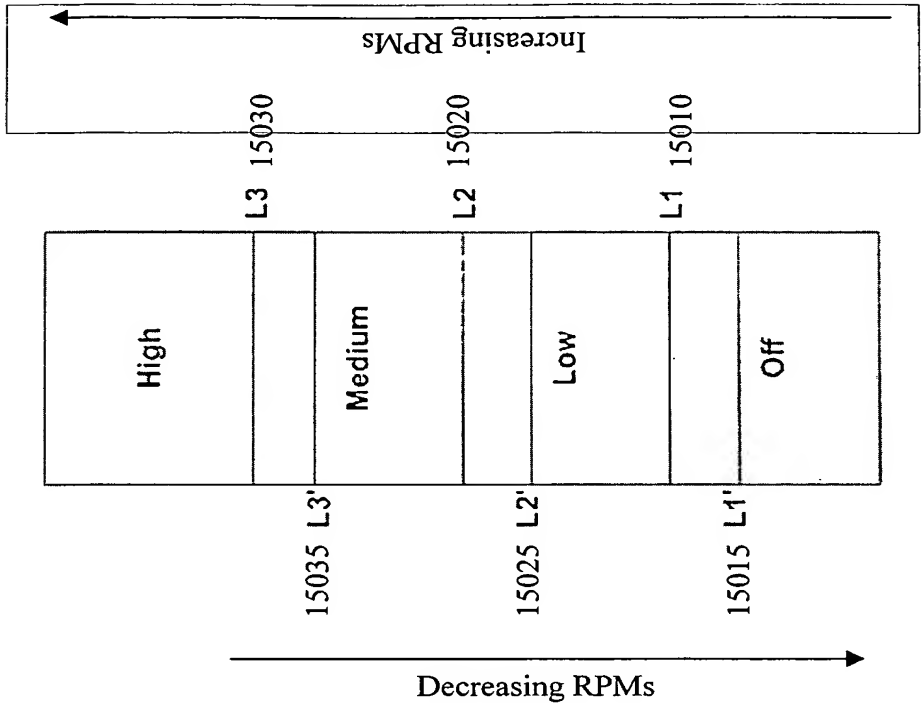


FIG. 15

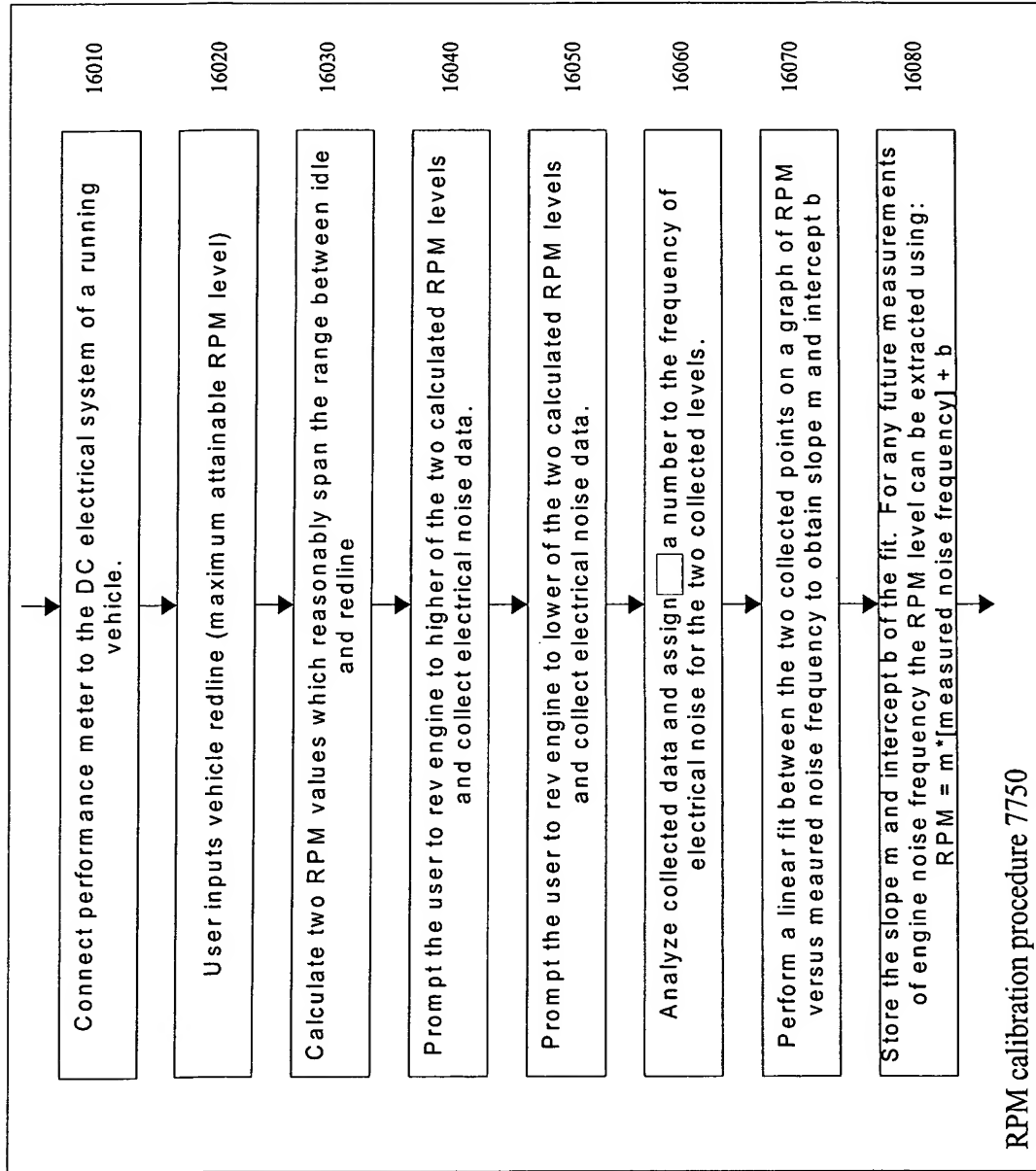


FIG. 16

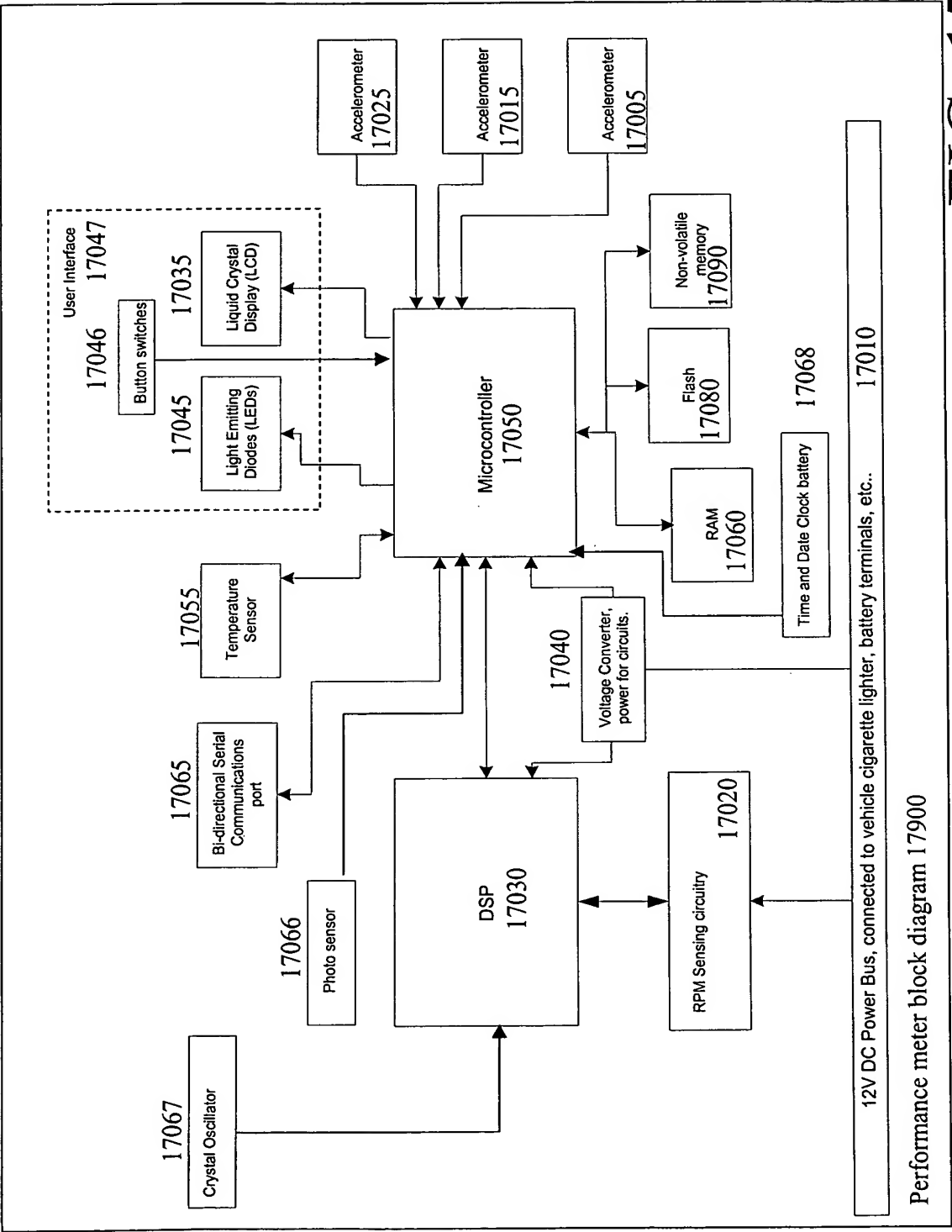


FIG. 17

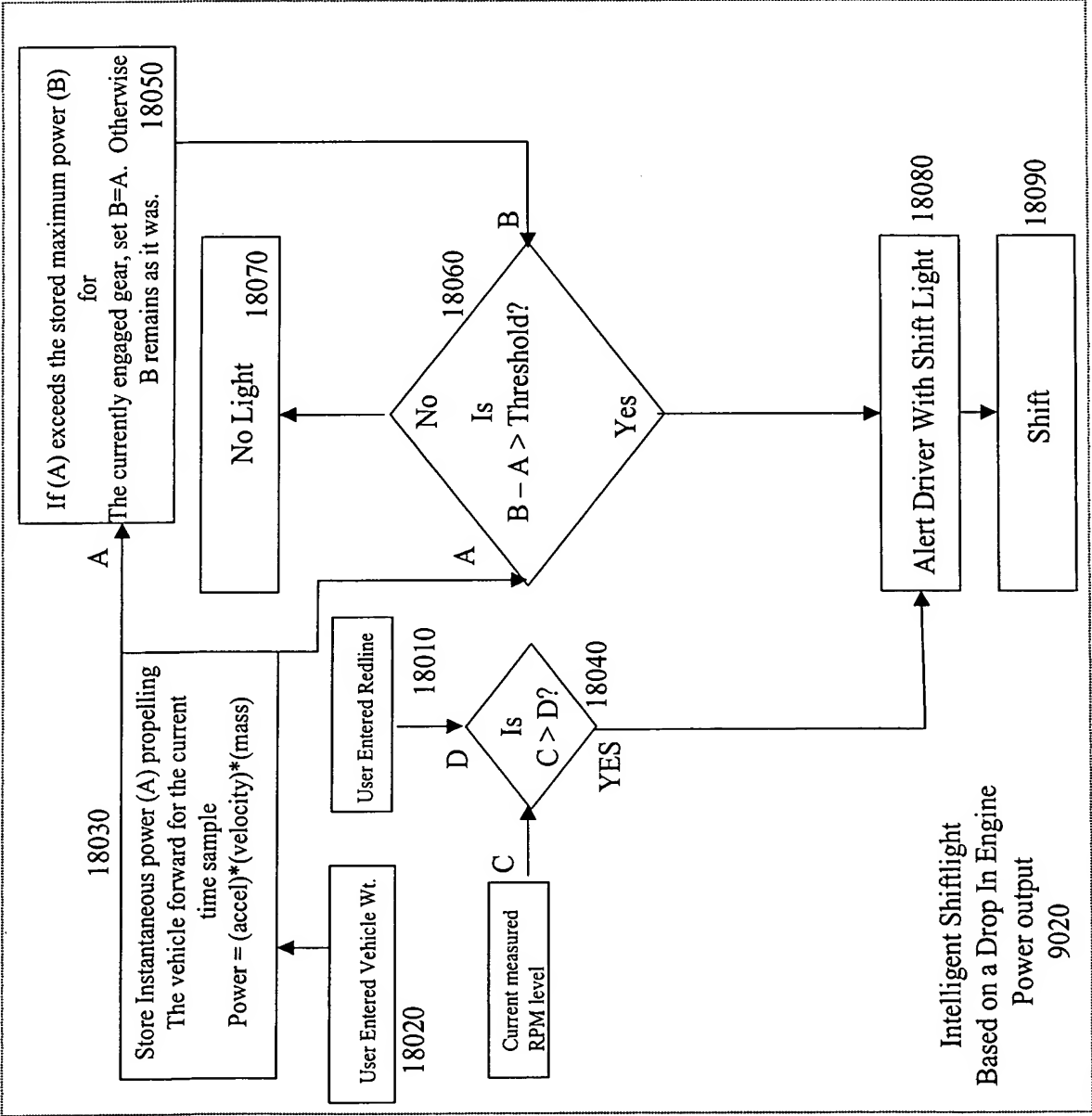


FIG. 18

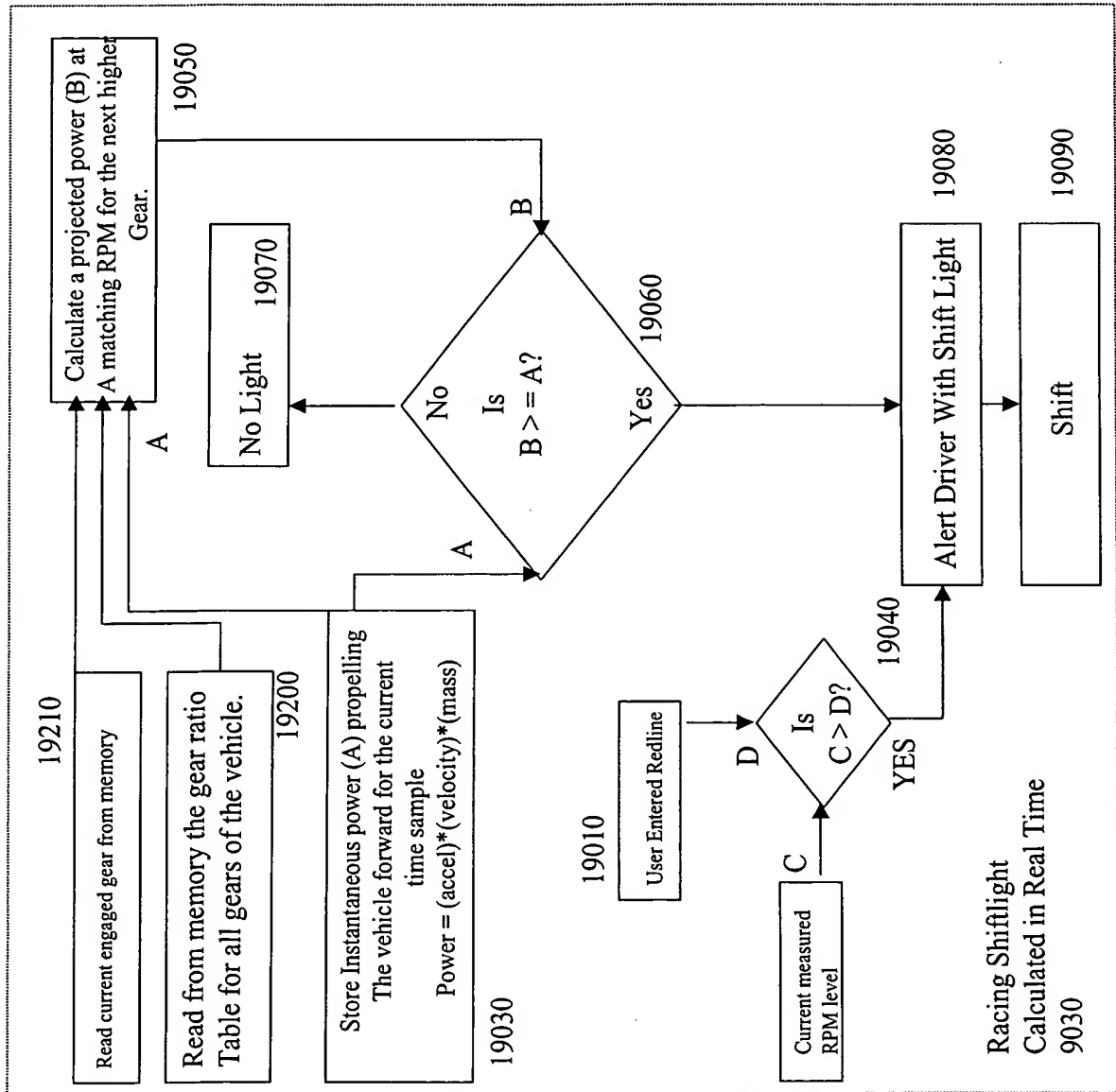


FIG. 19